

December 19, 1975

Trans. San Mateo Co.

1. PROPOSED REVISIONS TO REGIONAL TRANSPORTATION PLAN FOR
SAN MATEO COAST CORRIDOR POLICIES

(new language is shown in italicized type)

1. Rewrite description of San Mateo Coast Corridor narrative, pp. 37 and 38, to read as follows:

SAN MATEO COAST CORRIDOR

This predominantly undeveloped Corridor extends the full length of San Mateo's ocean coastline. Limited development is scattered in small communities along Route 1.

Trunk line highway access between the coast and the intensively urbanized San Mateo Bay Plain is provided by Routes 1 and 92. Limited capacity east-west access is provided by Sharp Park Road and Route 84.

Greyhound provides trunk transit service between downtown San Francisco and Half Moon Bay. Local transit service in Pacifica is operated by the City. In Daly City, Northgate Lines provides service to that city and South San Francisco. It also provides feeder service to the BART station. These two local transit systems are connected.

In planning the Corridor's future, the relationship between urban growth, environmental quality and transportation is a matter of concern. The extent to which development should be allowed to encroach upon agricultural, recreational and open space resources is a major issue. The coastal area between Pacifica and Half Moon Bay is especially growth sensitive. Both recreational and residential redevelopment pressures are mounting. Major improvements to the Corridor's transportation system, especially those to highways, would forge a stronger link between the employment opportunities of San Francisco and the West Bay, and the residential opportunities of the coast.

A set of transportation policies* for the Corridor,

* San Mateo Coast Corridor Transportation Policies,
 Metropolitan Transportation Commission, March 24, 1976.

INSTITUTE OF GOVERNMENT
SERVICES
MAY 1 1964
UNIVERSITY OF CALIFORNIA

developed from a study undertaken jointly by MTC and the Association of Bay Area Governments in 1974/75, has been adopted by the Commission. These transportation policies support the goals, objectives and policies of the Regional Plan: 1970-1990 adopted by ABAG as called for in Policy 2.1 of the Regional Transportation Plan, and are developed to achieve planning objectives stressing compact growth and environmental protection by:

- 1) Designing transportation improvements to meet expected levels of population in the Corridor.
- 2) Emphasizing transit solutions in meeting travel needs; provide more transit service for recreational travel; and accomplish necessary highway improvements through operational improvements rather than major widenings.
- 3) Coordinating the development of public services (water, sewer, transportation) in order to provide for the most efficient investment of public capital.
- 4) Concentrating new development primarily around existing communities to preserve the coast's natural and scenic resources, including agricultural lands.
- 5) Controlling access to the coast's recreation sites to protect those areas deemed to be environmentally sensitive.

Based upon Corridor-specific transportation policies adopted by the Commission in connection with the study, the general direction indicated for improvements to the regional transportation system in the Corridor is as follows:

1. Transportation improvements for the San Mateo Coast Corridor shall be made a) through improvements to trunk, local and recreational transit service, and b) by improving the efficiency of highways before highway capacities are increased.
2. Before 1990* improvements to highways serving the coastal corridor shall be limited to safety and operational improvements.

* The year 1990 is used to establish a clear target for planning and programming at MTC and ABAG. This target is subject to change on an annual basis.

3. After 1990 consideration may be given to capacity expansion of highways serving the Corridor, provided a) it can be demonstrated that basic levels of transit service have been met, and b) the proposed improvement will not result in reduced transit patronage.
4. Highway improvements shall be approved a) only if they include methods to provide preferential treatment for transit service, or b) if it is demonstrated by the applicant that preferential treatment for transit is not feasible.

2. Revise San Mateo Coast Improvement Proposals Table, pp. 59 and 60, as follows:

p. 59 1. SM-1

<u>Improvement Proposal</u>	Local Transit Service Coordinated with Trunk Transit Service
-----------------------------	--

<u>Description</u>	Provide local transit service coordinated with trunk transit service within the Corridor sufficient to meet basic levels of service.
--------------------	--

Relative Importance in Plan - Comments

Improved local transit service, coordinated with trunk transit service, is essential if the Corridor's dependence upon the automobile is to be reduced and planning goals supporting environmental protection and compact development are to be realized. MTC will define basic levels of transit service for the Corridor and establish standards for integrating this service with trunk service.

2. SM-2

<u>Improvement Proposal</u>	Trunk Transit Service
-----------------------------	-----------------------

<u>Description</u>	Provide trunk transit service to and through the Corridor sufficient to meet basic levels of service.
--------------------	---

I am very sorry to hear that you are not well. I hope you will get better soon. I am thinking of you all the time.

I am sure you will get better soon. I am thinking of you all the time.

Yours truly,
John Doe

I am very sorry to hear that you are not well. I hope you will get better soon. I am thinking of you all the time.

I am sure you will get better soon. I am thinking of you all the time.

Yours truly,
John Doe

I am very sorry to hear that you are not well. I hope you will get better soon. I am thinking of you all the time.

I am sure you will get better soon. I am thinking of you all the time.

Yours truly,
John Doe

Relative Importance in Plan - Comments

Commuting by automobile to employment opportunities outside the Corridor is a significant characteristic of travel behavior in the Corridor. Improved trunk transit service, coordinated with local transit service, is required to reduce this automobile dependency. Improved trunk service would also capture many non-work trips currently made by automobile. MTC will establish standards defining basic levels of trunk transit service for the Corridor.

p. 60 3. SM-3

<u>Improvement Proposal</u>	Transit Access to Coastal Recreation Areas
-----------------------------	--

<u>Description</u>	Provide improved transit service to coastal recreation sites.
--------------------	---

Relative Importance in Plan - Comments

Pressures for recreational opportunities along the coast are mounting, necessitating careful monitoring and protection of recreational and open space resources. Excessive auto usage could be detrimental to these resources and could produce heavy weekend auto congestion on limited capacity arterials. Improved transit service, coordinated between operators and designed to meet the recreational access needs of all socio-economic groups, provides an opportunity for reducing automobile dependency and protecting the natural environment.

4. SM-4

<u>Improvement Proposal</u>	Rte. 1 From Pacifica to Half Moon Bay
-----------------------------	--

<u>Description</u>	a) Construct a two lane Devil's Slide bypass.
--------------------	--

- b) Add operational improvements, as warranted, to include curve straightening, grade reduction, intersection improvements, bus and truck climbing lanes and turn outs.
- c) Add safety improvements, as warranted, to include lane widening, shoulder improvement and signals.
- d) Make provision for preferential treatment of buses at congested locations.
- e) Make improvements providing adjacent or separate facilities for bicycles and pedestrian paths where appropriate.

Relative Importance in Plan - Comments

Restraint in highway construction is needed if the corridor planning goals are to be achieved. Until 1990 no major highway construction should be permitted. Instead, the efficiency of the existing highway system should be upgraded through operational and safety improvements. Major capacity additions may be considered after 1990, provided it can be demonstrated that basic levels of transit service have been met, and the capacity addition will not result in reduced transit patronage.

REVISE SM-5 TO DROP RTE 380 FROM PLAN AND ADD SHARP PARK ROAD/
WESTBOROUGH BOULEVARD AS FOLLOWS.

5. SM-5

Improvement Proposal Sharp Park Road/Westborough
Boulevard

Description Include this facility, between
Rte 1 and I-280, in the State
highway system as a less-than-freeway
facility. Add westbound lane from
Gypsy Hill Road to Rte 1. Make
operational and safety improvements,
including those facilitating transit
service and bicycle and pedestrian
use, as warranted.

1. The first part of the document
describes the general situation
of the country and the
state of the economy.
It also mentions the
political situation and
the role of the government.
The second part of the document
describes the social situation
and the role of the people.
It also mentions the
cultural situation and
the role of the arts.
The third part of the document
describes the economic situation
and the role of the business
community. It also mentions
the financial situation and
the role of the banks.

THE ECONOMIC SITUATION IN THE COUNTRY

The economic situation in the country
is generally stable. The
government has been successful
in maintaining a low level
of inflation and a high level
of employment. The business
community has been successful
in maintaining a high level
of production and a high level
of exports. The financial
situation is also stable.
The banks have been successful
in maintaining a high level
of deposits and a high level
of loans. The overall
economic situation is
positive and the country
is well positioned for
the future.

THE ECONOMIC SITUATION IN THE COUNTRY
IS GENERALLY STABLE.

THE ECONOMIC SITUATION IN THE COUNTRY
IS GENERALLY STABLE.

THE ECONOMIC SITUATION IN THE COUNTRY
IS GENERALLY STABLE.

Relative Importance in Plan - Comments

These improvements would improve efficiency of existing highway system serving Pacifica, reduce the need for new major highway construction and promote the use of alternative modes of transportation.

6. SM-6

Improvement Proposal Rte 92 from I-280 to
Rte 1 in Half Moon Bay

Description a) Add operational improvements, as warranted, to include curve straightening, grade reduction, intersection improvements, bus and truck climbing lanes and turnouts.
b) Add safety improvements, as warranted, to include lane widening, shoulder improvement and signals.
c) Make provision for preferential treatment of buses at congested locations.
d) Make improvements providing adjacent or separate facilities for bicycles and pedestrian paths where appropriate.

Relative Importance in Plan - Comments

When evaluating proposals to upgrade Rte. 92, consideration must be given to impacts upon growth and environment. Proposals favoring transit service and less-than-freeway solutions should be stressed. Comments for SM-4 are applicable in this situation also.

ADD NEW PROPOSAL AS FOLLOWS.

7. SM-7

Improvement Proposal Transit Support Facilities

Description Provide commuter parking lots, bus shelters, and bicycle storage facilities at major transit stops.

Relative Importance in Plan - Comments

MTC policies recommend more and better transit service for the corridor. If this service is to attract optimum ridership, incentives must be introduced to ensure passenger comfort and convenience. Transit support facilities of the type identified in this proposal will assist in achieving this goal.

ATTACHMENT TO SAN MATEO PLAN REVISIONS

The following document - San Mateo Coast Corridor Policies - is that proposed to be cited on p. 37 of the R.T.P. as part of the revised narrative for the San Mateo Coast Corridor.

Metropolitan Transportation Commission
SAN MATEO COAST CORRIDOR TRANSPORTATION POLICIES
March 24, 1976

A study of regional planning issues in the San Mateo Coast Corridor, undertaken jointly by ABAG and MTC in 1974/75, was completed in the summer of 1975.¹ The study recommends a coordinated set of land use and transportation policies for the corridor to achieve a policy objective stressing compact growth and environmental protection. The land use policies were adopted by ABAG, and the transportation policies were adopted by MTC. The transportation policies support the goals, objectives and policies of the Regional Plan: 1970-1990 adopted by ABAG, as called for in the Memorandum of Understanding² entered into by ABAG and MTC on July 14, 1975, as well as MTC's legislative mandate.

The implementation of these policies depends upon the following conditions:

1. The application of San Mateo Coast Corridor Policies is subject to the availability of the funds required for their implementation.
2. The San Mateo Coast Corridor Policies provide a basis for identifying priorities only within the corridor. No priorities have been established by these policies on transportation funds available for use in the rest of San Mateo County or the rest of the Region.
3. These San Mateo Coast Corridor Policies do not establish priorities for the nature or level of transit service or funding to be provided in the corridor as additional funding becomes available. This decision cannot be made until transit service standards have been developed in consultation with the affected transit operators.

The following transportation policies are established as the MTC policy base for decisions effecting improvements to the Corridor's transportation system.

¹See San Mateo Coast Corridor Evaluation, Final Report and Summary, Joint Policy Committee, ABAG/MTC, October 1, 1975.

²A Memorandum of Understanding, which defines the roles, relationships and responsibilities of the Metropolitan Transportation Commission, the Association of Bay Area Governments and the California Department of Transportation, was entered into by these agencies on July 14, 1971.

1. Transportation improvements for the San Mateo Coast Corridor shall be made through improvements to the transit system and improved efficiency of the highways before highway capacities³ are increased.
 - a. MTC shall include proposals in its Transportation Development Program to provide a basic level⁴ of transit service in and to the Corridor.
 - b. Highway improvements for Route 1, Route 92 and Sharp Park Road/Westborough Boulevard included in the MTC Transportation Development Program for implementation before 1990⁵ shall be confined to:
 - i. Operational improvements such as: the construction of a two-lane bypass around Devil's Slide; improvements to straighten curves; reducing grades to improve bus operations; intersection improvements; bus and truck climbing lanes; and turnouts.
 - ii. Safety improvements such as: lane widening, improved shoulders, and signals.
 - iii. Provision of preferential treatment for buses at congested locations such as Route 1 between Sharp Park Road and Linda Mar, the intersection of Route 1 and Route 92, and the intersection of Route 92 and Route 35.
 - iv. Improvements which provide adjacent or separate facilities for bicycle and pedestrian paths.
 - v. An additional westbound lane from Gypsy Hill Road to Route 1 shall be added to Sharp Park Road in order to efficiently implement the operational, safety, transit preferential and bicycle or pedestrian improvements listed above.

³Highway capacity expansion as used in the San Mateo Coast Corridor Policies refers to projects providing for continuous additional automobile travel lanes. Bus and truck climbing lanes, while increasing capacity to a certain degree, are not considered to be primarily capacity increasing in nature.

⁴Policies 2, 3, and 4 provide guidelines for establishing basic service levels.

⁵The year 1990 is used to establish a clear target for planning and programming at MTC and ABAG. This target is subject to change on an annual basis.

- c. MTC shall consider including proposals in the Transportation Development Program, for implementation after 1990, such as capacity expansion for Routes 1 and 92, if it is demonstrated that basic transit service levels established by MTC have been met and that the highway improvements will not result in reduced transit patronage.
 - d. MTC shall delete the portion of Route 380 west of Interstate 280 from the Regional Transportation Plan.
 - e. MTC shall recommend that Sharp Park Road/Westborough Boulevard west of Interstate 280 be included in the State Highway System as a less-than-freeway facility.
2. Trunk transit service shall be improved to provide convenient and dependable access between major activity centers within and outside the San Mateo Coast Corridor. This service shall provide basic levels of transit access to major employment centers, retail centers, transfer points, and social services not available within the Corridor, as well as to residential and major recreational areas within the Corridor.
- a. MTC shall establish standards for trunk transit service in the Corridor. These standards shall include the definition of service levels and the coordination of transfers and fares.
 - b. MTC shall include within the San Mateo County regional reserve⁶ of Transit Development Act funds (and other funds, as they become available), funds for transit projects and programs within the Corridor which meet the service standards established for the Corridor.
3. Local transit service shall be designed to complement trunk transit service in the San Mateo Coast Corridor. This service shall provide basic levels of transit access between urban and recreational areas, and trunk transit lines and terminals.
- a. MTC shall establish standards for integrating local transit service levels, fares, and transfers with important regional trunk services provided by BART, the Southern Pacific Railroad, AC Transit, the San Francisco Muni, and the San Mateo and Santa Clara Transit Districts.

⁶Regional Reserve - In Resolution #67, the MTC developed policies for the allocation of transit funds available under the Transportation Development Act of 1971 (TDA). In addition, the resolution authorized that a portion of all TDA monies in Solano, Napa, San Mateo and Santa Clara Counties be reserved for projects that enhance and contribute to a regional public transportation system.

- b. MTC shall include within the San Mateo County regional reserve of Transit Development Act funds (and other funds as they become available) funds which will be allocated only to transit projects and programs for the Corridor which meet regional standards for integrating local and trunk transit service.
- 4. MTC shall support the development of transportation services and facilities which meet the accessibility needs of low mobility groups (e.g., the elderly, low income populations).
 - a. MTC shall include within the San Mateo County regional reserve of Transit Development Act funds (and other funds as they become available) funds which shall be allocated only to transit projects and programs which demonstrate that increased accessibility of low mobility groups will result.
 - b. MTC shall establish standards inclusive of service levels, scheduling and routing, and coordination of transfers and fares, for transit service to low-mobility groups and shall approve funds for transit and/or highway projects only if it can be demonstrated that the project contributes to the achievement of such standards.
 - c. MTC shall support fare subsidies where necessary to assist the needs of low-mobility groups.
 - d. MTC shall allocate a specified portion of its budget and staff to plan (in conjunction with local and state agencies) transit or para-transit programs to respond to the special needs of low-mobility groups.
- 5. Transit and highway improvements shall be coordinated to reduce dependence on the automobile in order to increase transit patronage.
 - a. MTC shall approve applications for funding of highway projects and programs only if they include methods to provide preferential treatment for transit service or it is demonstrated by the applicant that preferential treatment for transit is unfeasible. Methods for preferential treatment for transit may include separate bus lanes, ramp metering or traffic signals activated by transit vehicles.
 - b. MTC shall include funds in its Transportation Development Program for parking lots to serve commuters boarding buses to Bayside employment centers or coastside recreation sites, bus shelters, and bicycle storage facilities at major transit stops.
 - c. MTC shall not include highway capacity expansion projects in its Transportation Development Program until transit service has been improved to basic service levels established by MTC.

6. Transportation improvements required to provide access to the recreation sites in the San Mateo Coast Corridor for the population of the region will be made through improvements to the transit system and improved efficiency of the highways before highway capacities are increased. The improvements will be made in accordance with 1) the need to protect the natural environment, and 2) the need to plan coordinated transportation and recreational site development.
 - a. Highway improvements shall be consistent with the capacity levels recommended in item 2 on page 5.
 - b. Additional transit service to recreational sites shall be included in the MTC Transportation Development Program as funds become available. This service should be responsive to seasons of peak recreational activity in the San Mateo Coast Corridor.
 - c. MTC urges that local and State agencies provide information on weather, traffic, and parking congestion on weekends and holidays.
7. Increased funding should be made available for recreation transit to the San Mateo Coast Corridor.
 - a. MTC urges that park and recreation development proposals include financing for transit service both to and within recreation sites in lieu of additional parking space development.
8. The provision of recreational transit to the San Mateo Coast Corridor should be coordinated with transit operators throughout the region.
 - a. MTC shall recommend to major transit operators in the region that regional recreational transit service be provided to the San Mateo Coast Corridor, that trunkline service be coordinated and that the costs of recreational transit be shared equitably by all appropriate operators.
9. Improved travel access to San Mateo Coast recreation sites should be designed to protect the environmental qualities of the Corridor and to assure that all people in the region can enjoy access to recreational activities.
 - a. MTC shall include in its Transportation Development Program proposals for extensive transit service and bicycle and pedestrian paths.

- b. MTC shall establish standards for recreational transit service which assure access for all socio-economic groups to coastal recreation sites.

The following policies, developed by the study, establish criteria and standards used by MTC when reviewing plans and projects for the corridor proposed by other agencies.

1. Consistent with population levels for planning purposes adopted by ABAG, MTC shall use the following 1990 population levels and/or projections based on the next officially recognized census, when approving transportation projects: Mid Coastside⁷ - 19,000; Pacifica - 42,000.
2. MTC shall approve transportation improvements that have capacities mutually consistent with the capacities of other public service improvements in the corridor and which support the population levels and development patterns established by the San Mateo Coast Corridor Policies included in the ABAG Regional Plan: 1970-1990.
 - a. MTC shall approve capacity increases for transportation facilities which would accomodate increased population only if it is demonstrated by the applicant that fiscal resources (both local match and subsidized shares) are available to expand the capacities of other service systems affected by transportation improvements to a similar level.
 - b. MTC shall approve capacity increases for transportation services to meet demands for agricultural, commercial and recreational travel only if it can be demonstrated that these improvements will not induce population increases which would require further expansion of other services.
3. Urbanized uses shall be limited to the current corporate limits⁸ of Half Moon Bay, Pacifica and the Phase I Urbanization Areas.⁹

⁷Mid-Coastside is an area bounded by Devil's Slide to the north, the ridgeline of the Santa Cruz Mountains to the east, Marlin's Beach to the south and the Pacific Ocean to the west.

⁸Corporate limits refers to municipal boundaries, city limits, or the area in which any municipality exercises its tax assessment powers.

⁹Phase I Urbanization Areas define the unincorporated limits for development in Montara, Moss Beach, El Granada and Princeton, or technically: all lands which are not zoned RM (resource management) in the San Mateo County Resource Management Zoning District.

- a. MTC shall not approve FAU assistance to roads in the San Mateo Coast Corridor that serve areas 1) outside the corporate limits of Half Moon Bay, Pacifica and San Mateo County's Phase I Urbanizations Areas, or 2) within the ridgeline areas¹⁰ of Pacifica.
4. The scenic quality of the Corridor shall be regarded as a public resource.
 - a. MTC shall approve Federally assisted transportation proposals (including Federal-Aid Urban System funds) only if it is determined by MTC that these proposals, or the developments supported by such proposals, do not intrude upon the existing coastal viewshed¹¹ beyond the corporate limits of Half Moon Bay and Pacifica, beyond the Phase I Urbanization Areas or on ridgeline areas in Pacifica.
5. The provision of housing for low and moderate income households in the Corridor shall be consistent with the need to develop and conserve housing for the entire Region.
 - a. MTC shall not approve transportation projects if ABAG finds that there is not an affirmative local effort to increase the supply of housing opportunities to low and moderate income people.

The following policies define actions MTC recommends be taken by other agencies to support the Corridor's transportation objectives and to support the ABAG Regional Plan: 1970-1990.

1. Urbanized uses shall be limited to the current corporate limits of Half Moon Bay, Pacifica and the Phase I Urbanization Areas in accordance with the ABAG Regional Plan: 1970-1990, (as amended by the San Mateo Coast Corridor Policies) and to maintain the viability of transit service.

- a. MTC shall recommend to the San Mateo County LAFCO:

¹⁰Ridgeline Areas are defined as those areas that are adjacent to a topographic drainage divide and which have slopes less than 30%.

¹¹Coastal Viewshed includes all land and water areas that can be seen from the sea, from the water's edge, from principal coastal access roads, trails and railroads, and from major lateral transportation corridors leading to the coast.

- i. that an urban area service boundary¹² be established no larger than the current corporate limits of Half Moon Bay, Pacifica and Phase I Urbanization Areas.
 - ii. that proposals to annex lands or to create new wastewater service districts beyond the proposed urban area service boundaries be denied.
- b. MTC shall urge that the cities of Pacifica and Half Moon Bay:
 - i. amend their zoning ordinances (including Planned Unit Development¹³ provisions) to increase land available for multiple family dwellings.
2. MTC shall propose and support legislation creating new funding sources for State and Regional recreational resource areas such as the San Mateo Coast Corridor.
3. The conversion of prime agricultural lands, lands suitable for the production of coastal dependent crops, and other economically productive agricultural lands¹⁴ to urban uses outside of urban areas shall be discouraged through implementation of the land use and transportation policies for the San Mateo Coast Corridor.
 - a. MTC shall urge Pacifica, Half Moon Bay and San Mateo County to zone prime agricultural land, lands suitable for producing coastal dependent crops, and other lands suitable for agricultural production, so as to prevent their conversion to urban uses.
4. The development and expansion of recreational opportunities within the Corridor shall be encouraged.
 - a. MTC shall encourage as a long-term goal public access to a continuous strip of land along the coast determined to have statewide and regional significance with due consideration to fiscal feasibility and impacts on local governments. Public regulation or acquisition of significant upland recreational areas shall also be encouraged.

¹²An urban service boundary as defined by the LAFCO identifies a five year service area. There is no existing urban area service boundary in the corridor as of July 1975. A sphere of influence boundary (a twenty year development line) does exist.

¹³Planned Unit Development - A subdivision which has both individual building sites and common property (e.g., parks) and is designed as a separate neighborhood or community unit.

¹⁴Policies referring to agricultural lands include floriculture and greenhouses.

5. MTC shall encourage and support projects and facilities which would improve or maintain water quality standards (as defined by the Regional Water Quality Control Board) necessary for the preservation of marine and aquatic environments.
6. All remaining coastal wetlands and estuaries, and related buffer areas shall be preserved.
 - a. MTC shall urge local, State and Federal agencies to acquire and manage coastal wetlands, estuaries, and related buffer areas and to restrict public access where necessary.
7. Ecologically significant habitat areas¹⁵ (animal, plant, marine, aquatic) shall be preserved.
 - a. MTC shall urge local, State and Federal agencies to manage ecologically significant habitat areas for preservation and restrict public access where necessary.

¹⁵Ecologically significant habitats are areas such as tide pools, coastal streams vital to anadromous fish runs, significant habitat or rare and endangered species, unaltered recent and critical dunes, lakes and ponds, offshore rookeries and sandy beaches.

1. Page 12a. Substitute the following policies for POLICY 1.20:

- 1.20 *In recognizing the interdependence of highway, transit, rail, airport and maritime systems within the Region, MTC shall require that the principal transfer locations be adequate in number and strategically situated to provide efficient, convenient and economical interface among modes.*
- 1.20a *The planning, design, and development of transportation terminals shall integrate bus, rail, highway and pedestrian ways at principal terminal locations to maximize use of all transportation elements and enhance the opportunity for people to move conveniently and safely between their homes, jobs and other chosen activities.*
- 1.20b *Community access needs to the regional transportation system, regional and neighborhood land development goals and objectives, and the complexity of the surrounding elements of the regional transportation system shall determine the scale and design of transportation terminals.*
- 1.20c *The design of transportation terminals shall be responsive to the care and comfort of travelers by providing patrons safe and convenient transfer service and necessary restrooms, waiting rooms and associated services.*
- 1.20d *Terminals shall be planned, designed and developed in harmony with adjacent uses and, where consistent with land use policies, shall be planned to permit the associated development of non-transportation uses including shops, concessions and other patron serving facilities.*
- 1.20e *MTC shall recommend that legislation be enacted to permit cities, counties, transit operating agencies, private developers and the California Department of Transportation to develop and/or operate joint transportation/land use terminals in a manner consistent with the Regional Transportation Plan.*

5. Revision of Airport Improvement Proposals, Section III

1. Page 76c. Rewrite AT-4 "DESCRIPTION" as follows:

This proposal would provide for 0-1 MAP by 1985 to 1990 at some existing airports subject to a comprehensive North Bay Aviation Study jointly conducted by MTC, ABAG and the North Bay Communities.

2. Page 76c. Rewrite AT-5 "DESCRIPTION" as follows:

This proposal would improve the operational capacity and safety of the following general aviation airports that are now or will be regionally significant by 1985.

3. Page 76c. Rewrite AT-6 "DESCRIPTION" as follows:

This proposal would provide for either the construction of new facilities, or the acquisition of private airports for the public airport system, or the development of new training strips to relieve the regionally significant airports above and also provide for some increases in based aircraft in the region beyond 1985.

4. Page 76c. Revise last sentence in AT-6, "RELATIVE IMPORTANCE IN PLAN/COMMENTS" to read as follows:

Two counties, Contra Costa, and San Mateo, have studied the feasibility of additional airports. Sonoma County is conducting such a study.

6. Revision of Seaport Comments, Section V

1. Page 121. Rewrite first sentence, second column under HARBORS, to read as follows:

Six major publicly ~~owned~~ *utilized* port activities exist within the Nine County Region.

2. Page 122. In the second column, recommendation "b" delete:

~~by April 1975.~~

3. Page 123. Add the following paragraph after the first paragraph, first column:

The port planning process will result in a land use, facility specific, regional port plan for the San Francisco Bay port system, consistent with seaport objectives and policies contained in Section II. Capacity analyses of existing San Francisco Bay marine terminal facilities and San Francisco Bay waterborne commerce forecasts are currently being prepared by the Northern California Ports and Terminals Bureau, and the U.S. Army Corps of Engineers. These studies are nearing completion, and in conjunction with the Regional Transportation Plan, BCDC San Francisco Bay Plan, and plans of other regional agencies will serve as a base from which the Regional Seaport Policy Committee will begin to develop a regional plan.



C124901834

1. [Illegible text]

2. [Illegible text]

3. [Illegible text]

4. [Illegible text]

5. [Illegible text]

6. [Illegible text]